

AMENDMENT TO THE CLAIMS

Claims 1-4 (Cancelled)

5. (Previously Presented) A target system for use with a position determination system in determining the location of a position on a vehicle, comprising:

a target body;

one or more target elements disposed on the target body and detectable by the position determination system; and

a point definer extending from the target body, the point definer including a point capable of being located adjacent the position on the vehicle, the point definer further including one or more joints that enable the point to be positioned at a different location relative to the target body,

wherein the position determination system is configured to determine a location of the target body after detecting the target elements disposed on the target body.

6. (Original) The system according to claim 5, wherein the one or more joints each allow rotation of the point in one or more axes relative to the target body.

7. (Previously Presented) The system according to claim 5, wherein the point definer includes one joint allowing the point to rotate along one axis, the point being positionable in any one of three positions relative to the target body.

8. (Original) The system according to claim 5, wherein each joint includes a lock to selectively prevent or allow movement of the point relative to the target body.

Claims 9-10 (Cancelled)

AMENDMENT TO THE CLAIMS

Claims 1-4 (Cancelled)

5. (Previously Presented) A target system for use with a position determination system in determining the location of a position on a vehicle, comprising:

a target body;

one or more target elements disposed on the target body and detectable by the position determination system; and

a point definer extending from the target body, the point definer including a point capable of being located adjacent the position on the vehicle, the point definer further including one or more joints that enable the point to be positioned at a different location relative to the target body,

wherein the position determination system is configured to determine a location of the target body after detecting the target elements disposed on the target body.

6. (Original) The system according to claim 5, wherein the one or more joints each allow rotation of the point in one or more axes relative to the target body.

7. (Previously Presented) The system according to claim 5, wherein the point definer includes one joint allowing the point to rotate along one axis, the point being positionable in any one of three positions relative to the target body.

8. (Original) The system according to claim 5, wherein each joint includes a lock to selectively prevent or allow movement of the point relative to the target body.

Claims 9-10 (Cancelled)

11. (Previously Presented) A target system for use with a position determination system in determining the location of a position on a vehicle, comprising:

a target body;

one or more target elements disposed on the target body and detectable by the position determination system;

a point definer extending from the target body, the point definer including a point capable of being located adjacent the position on the vehicle, and

a trigger for operating the detection of the target system by the position determination system, wherein the trigger operates the position determination system by selectively changing the detection of one or more of the target elements by the position determination system,

wherein the position determination system is configured to determine a location of the target body after detecting the target elements disposed on the target body.

12. (Original) The system according to claim 11, wherein the trigger is movable between one of two positions, and in a first of the two positions, the trigger conceals the one or more target elements from the position determination system, and in a second of the two positions, the trigger exposes one or more target elements to the position determination system.

13. (Withdrawn) The system according to claim 1, wherein the target elements are positioned on a single line along the body.

14. (Withdrawn) The system according to claim 13, wherein the single line is substantially parallel with a longitudinal axis of the target body.

15. (Withdrawn) The system according to claim 13, further comprising an attachment device to stabilize the position of the target body relative to the vehicle and the point on the point definer relative to the position on the vehicle to be located.

16. (Withdrawn) The system according to claim 13, wherein the attachment device includes an attachment arm and a connector for detachable connection to the vehicle, the attachment arm being attached to the target body by a first pivot and being attached to the connector by a second pivot.

Claims 17-25 (Cancelled)

26. (Original) A target system for use with a position determination system in determining the location of a position on a vehicle, comprising:

a target body;

one or more target elements disposed on the target body and detectable by the position determination system;

a trigger positioned on the target body and remote from the position determination system, the trigger operating the position determination system by selectively changing the detection of one or more of the target elements by the position determination system; and

a point definer extending from the target body, and the point definer including a point at a distal end of the point definer, the point being capable of being located adjacent the position on the vehicle, and the point being at a known location from the target body,

wherein the position determination system determines a location of the target body after detecting the target elements disposed on the target body.

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27. (Withdrawn) A target system for use with a position determination system in determining the location of a position on a vehicle, comprising:

a target body;

one or more target elements detectable by the position determination system and disposed on the target body along a single line, the single line substantially parallel to a longitudinal axis of the target body;

a point definer extending from the target body, the point definer including a point capable of being located adjacent the position on the vehicle, the point being at a known location from the target body; and

an attachment device for stabilizing the position of the target body relative to the vehicle and the point on the point definer relative to the position on the vehicle to be located, the attachment device including an attachment arm and a connector for detachable connection to the vehicle, the attachment arm being attached to the target body by a first pivot and being attached to the connector by a second pivot,

wherein the position determination system determines a location of the target body after detecting the target elements disposed on the target body.

Claims 28-31 (Cancelled)

32. (Currently Amended) ~~The system according to claim 28,~~ A position determination system for determining the location of a position on an object, comprising:

a target system including

a target body,

at least three visually perceptible target elements disposed on the target body in a

two dimensional array configuration;

a point definer extending from the target body, the point definer including a point capable of being located adjacent the position on the object,

a handle extending from the target body, positioned and configured to prevent the target elements from being visually obscured when held by a user;

and

a vision imaging system configured to acquire an image of the target body to generate image information describing geometric characteristics and positional interrelationships of the target elements disposed on the target body imaged, and to relate such image information to predetermined reference information describing known geometric characteristics and positional interrelationships of the target elements to determine a location and angular orientation of the target body;

wherein the point definer includes one or more joints that enable the point to be positioned at a different location relative to the target body.

33. (Original) The system according to claim 32, wherein the one or more joints each allow rotation of the point in one or more axis relative to the target body.

34. (Previously Presented) The system according to claim 32, wherein the point definer includes one joint allowing the point to rotate along one axis, the point being positionable in any one of three positions relative to the target body.

35. (Original) The system according to claim 32, wherein each joint includes a lock to selectively prevent or allow movement of the point relative to the target body.

Claims 36-37 (Cancelled)

38. (Currently Amended) ~~The system according to claim 36,~~ A position determination system for determining the location of a position on an object, comprising:

a target system including

a target body,

at least three visually perceptible target elements disposed on the target body in a two dimensional array configuration;

a point definer extending from the target body, the point definer including a point capable of being located adjacent the position on the object,

a handle extending from the target body, positioned and configured to prevent the target elements from being visually obscured when held by a user;

a vision imaging system configured to acquire an image of the target body to generate image information describing geometric characteristics and positional interrelationships of the target elements disposed on the target body imaged, and to relate such image information to predetermined reference information describing known geometric characteristics and positional interrelationships of the target elements to determine a location and angular orientation of the target body; and

a trigger for operating the detection of the target system by the vision imaging system;

wherein the trigger operates the position determination system by selectively changing the detection of one or more of the target elements by the vision imaging system.

39. (Original) The system according to claim 38, wherein the trigger is movable between first and second positions, and in a first position, the trigger conceals the one or more target elements from the vision imaging system, and in the second position, the trigger exposes the one or more target elements to the vision imaging system.

40. (Withdrawn) The system according to claim 28, wherein the target elements are positioned on a single line along the target body.

41. (Withdrawn) The system according to claim 40, wherein the single line is substantially parallel with a longitudinal axis of the target body.

42. (Withdrawn) The system according to claim 40, further comprising an attachment device to stabilize the position of the target body relative to the vehicle and the point relative to the position of the vehicle to be located.

43. (Withdrawn) The system according to claim 40, wherein the attachment device includes an attachment arm and a connector for detachable connection to the vehicle, the attachment arm being attached to the target body by a first pivot and being attached to the connector by a second pivot.

Claims 44-52 (Cancelled)

53. (Previously Presented) A position determination system for determining the location of a position on a vehicle, comprising:

a vision imaging system; and

a target system including

a target body;

one or more target elements disposed on the target body and detectable by the

vision imaging system;

a trigger positioned on the target body and remote from the vision imaging system, the trigger operating the vision imaging system by selectively changing the detection of one or more of the target elements by the vision imaging system; and

a point definer extending from the target body, and the point definer including a point at a distal end of the point definer, the point being capable of being located adjacent the position on the vehicle, and the point is at a known location from the target body;

wherein the vision imaging system is configured to determine a location of the target body after detecting the target elements disposed on the target body.

54. (Withdrawn) A position determination system for determining the location of a position on a vehicle, comprising:

a vision imaging system; and

a target system including

a target body;

one or more target elements detectable by the vision determination system and disposed on the target body along a single line, the single line being substantially parallel to a longitudinal axis of the body;

a point definer extending from the target body, the point definer including a point capable of being located adjacent the position on the vehicle, the point being at a known location from the target body; and

an attachment device for stabilizing the position of the target body relative to the vehicle and the point on the point definer relative to the position on the vehicle to be located, the attachment device including an attachment arm and a connector for detachable connection to the vehicle, the attachment arm being attached to the target body by a first pivot and being attached to the connector by a second pivot,

wherein the vision imaging system determines a location of the target body after detecting the target elements disposed on the target body.

55. (Withdrawn) A method of obtaining a location of a position on a vehicle using a position determination system, comprising the steps of:

indicating the position with a target system; and

imaging the target system with the position determination system to obtain the location, wherein the target system includes:

a target body,

one or more target elements disposed on the target body and detectable by the position determination system, and

a point definer extending from the target body, the point definer including a point capable of being located adjacent the position on the vehicle.

56. (Withdrawn) The method according to claim 55, wherein the point on the point definer is at a known location from the target body.

57. (Withdrawn) The method according to claim 56, wherein the position determination system calculates the location of the target body and interpolates the location of the point from the location of the target body.

58. (Withdrawn) The method according to claim 55, wherein the point is at a distal end of the point definer.

59. (Withdrawn) The method according to claim 58, wherein the point is at the vertex of a conical projection at the distal end of the point definer.

60. (Withdrawn) The method according to claim 55, wherein the point definer includes one or more joints and the one or more joints enabling the point to be positioned at a different location relative to the target body.

61. (Withdrawn) The method according to claim 60, wherein point is positionable relative to the target body in a finite number of point positions.

62. (Withdrawn) The method according to claim 61, wherein point is positionable relative to the target body in any one of three point positions.

63. (Withdrawn) The method according to claim 62, wherein the position determination system calculates the location of the target body and interpolates the location of the point from the location of the target body, and the step of imaging the target system includes:
interpolating locations of the point for each point position,
comparing the interpolated location of the point for each point position to an estimated location of the position on the vehicle, and
obtaining the location by choosing the interpolated location closest to the estimated location.

64. (Withdrawn) The method according to claim 55, wherein the target elements are positioned on a single line along the target body.

65. (Withdrawn) The method according to claim 64, wherein the single line is substantially parallel with a longitudinal axis of the target body.

66. (Withdrawn) The method according to claim 64, wherein the target system includes an attachment device to stabilize the position of the target body relative to the vehicle and the point relative to the position of the vehicle to be located.

67. (Withdrawn) The method according to claim 55, further comprising the step of triggering the step of imaging using the target system.

68. (Withdrawn) The method according to claim 67, wherein the triggering selectively changes the detection of one or more of the target elements by the position determination system.

69. (Withdrawn) The method according to claim 68, wherein the triggering selectively conceals or reveals one or more target elements respectively from or to the position determination system.

70. (Withdrawn) The method according to claim 55, further comprising the step of calibrating the target system by determining the positional relationship of the point relative to the target body.

71. (Withdrawn) The method according to claim 70, wherein the step of calibrating the target system includes:

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positioning the target body of the target system in at least three different locations while fixing the point of the point definer adjacent to the position on the vehicle,

determining the location of the target body at each of the at least three different locations, and

interpolating the point of the point definer from the at least three different locations of the target body.

72. (Withdrawn) The method according to claim 70, wherein the step of calibrating the target system includes:

positioning the target body of the target system in at least three different locations while maintaining the point definer within a calibration fixture,

determining the location of the target body at each of the at least three different locations, and

interpolating the location of the point relative to the target body from the at least three different locations of the target body.

73. (Withdrawn) The method according to claim 72, wherein the fixture fixes the point of the point definer at a single location during the positioning of the target body.

74. (Withdrawn) A method of obtaining a location of a position on a vehicle using a position determination system, comprising the steps of:

indicating the position with a target system;

imaging the target system with the position determination system to obtain the location, wherein the target system includes:

a target body,

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one or more target elements disposed on the target body and detectable by the position determination system, and

a point definer extending from the target body, the point definer including a point capable of being located adjacent the position on the vehicle;

triggering the step of imaging the target system by selectively changing the detection of one or more of the target elements by the position determination system; and

calibrating the target system by determining the positional relationship of the point relative to the target body,

wherein the position determination system calculates the location of the target body and interpolates the location of the position from the location of the target body and the positional relationship of the point relative to the target body.

75. (Withdrawn) A method of measuring a body tilt angle of a vehicle using a position determination system, comprising the steps of:

indicating vehicle definition points on the vehicle with one or more target systems;

imaging the one or more target systems to obtain a position for each of the vehicle definition points;

defining a body tilt line using the positions of each of the vehicle definition points;

defining a reference line; and

calculating the body tilt angle between the body tilt line and the reference line.

76. (Withdrawn) The method according to claim 75, wherein the reference line is along the plane defined by the surface upon which the vehicle is supported.

77. (Withdrawn) The method according to claim 75, wherein the reference line is along the plane defined by centers of rotation of wheels of the vehicle.

78. (Withdrawn) The method according to claim 77, wherein the centers of rotation of the wheels are indicated using targets, which are positioned on the wheels and imaged by the position determination system.

79. (Withdrawn) The method according to claim 75, wherein the vehicle definition points includes points found on each side of the vehicle, as split by a vertical plane passing centrally through a length of the vehicle.

80. (Withdrawn) The method according to claim 79, wherein the vehicle definition points of the at least one set of vehicle definition points are selected from identical locations common to both sides of the vehicle.

81. (Withdrawn) The method according to claim 75, wherein the target system includes:

a target body;

one or more target elements disposed on the target body and detectable by the position determination system; and

a point definer extending from the target body, the point definer including a point capable of being located adjacent the vehicle definition point on the vehicle.

82. (Withdrawn) The method according to claim 75, further comprising the step of comparing the calculated body tilt angle to a specified range of body tilt angles.

83. (Withdrawn) A method of measuring a body tilt angle of a vehicle using a position determination system, comprising the steps of:

indicating vehicle definition points on the vehicle with one or more target systems, the vehicle definition points including points found on each side of the vehicle, as split by a vertical plane passing centrally through a length of the vehicle, and the target systems each including:

a target body,

one or more target elements disposed on the target body and detectable by the position determination system, and

a point definer extending from the target body, the point definer including a point capable of being located adjacent the vehicle definition point on the vehicle;

imaging the one or more target systems to obtain a position for each of the vehicle definition points;

defining a body tilt line using the positions of each of the vehicle definition points;

defining a reference line;

calculating the body tilt angle between the body tilt line and the reference line; and

comparing the calculated body tilt angle to a specified range of body tilt angles.

84. (Withdrawn) A method of measuring a perpendicular distance on a vehicle using a position determination system, comprising the steps of:

indicating a reference point on the vehicle with a target system;

imaging the target system to obtain a position of the reference point;

defining a reference plane; and

calculating the perpendicular distance between the reference plane and the reference point.

85. (Withdrawn) The method according to claim 84, wherein the reference plane is the plane defined by the surface upon which the vehicle is supported.

86. (Withdrawn) The method according to claim 84, wherein the reference plane is defined using at least three non-collinear points and the at least three points are indicated using the target system.

87. (Withdrawn) The method according to claim 84, wherein the target system includes:

a target body;

one or more target elements disposed on the target body and detectable by the position determination system; and

a point definer extending from the target body, the point definer including a point capable of being located adjacent the reference point on the vehicle.

88. (Withdrawn) The method according to claim 84, wherein the reference plane is defined by centers of rotation of wheels of the vehicle.

89. (Withdrawn) The method according to claim 88, wherein the centers of rotation of the wheels are indicated using targets, which are positioned on the wheels and imaged by the position determination system.

90. (Withdrawn) The method according to claim 84, wherein the target system includes:

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a target body;

one or more target elements disposed on a single line along the target body and detectable by the position determination system; and

a point definer extending from the target body, the point definer including a point capable of being located adjacent the vehicle point on the vehicle.

91. (Withdrawn) The method according to claim 90, wherein the single line is substantially parallel with a longitudinal axis of the target body.

92. (Withdrawn) The method according to claim 90, wherein the target system includes an attachment device to stabilize the position of the target body relative to the vehicle and the point and the point definer relative to the reference point on the vehicle.

93. (Withdrawn) The method according to claim 84, wherein the perpendicular distance being measured is ride height.

94. (Withdrawn) The method according to claim 84, further comprising the step of comparing the calculated ride height to a specified range of ride heights.

95. (Withdrawn) The method according to claim 93, wherein the reference point is located on a wheel well.

96. (Withdrawn) A method of measuring ride height on a vehicle using a position determination system, comprising the steps of:

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indicating a reference point on the vehicle with a target system, the target system including:

a target body,

one or more target elements detectable by the position determination system and disposed on a single line along the target body, and

a point definer extending from the target body, the point definer including a point capable of being located adjacent the vehicle point on the vehicle;

imaging the target system to obtain a position of the reference point;

defining a reference plane;

calculating ride height between the reference plane and the reference point; and

comparing the calculated ride height to a specified range of ride heights.

97. (Withdrawn) A method of obtaining a toe curve for a wheel on a vehicle using a position determination system, comprising the steps of:

indicating a reference point on the vehicle with a target system;

imaging the target system to obtain a position of the reference point;

defining a reference plane;

obtaining a first toe angle of the wheel;

calculating a first perpendicular distance between the reference plane and the reference point, the first toe angle and the first perpendicular distance defining a first data point;

changing the first perpendicular distance to a second perpendicular distance;

obtaining a second toe angle of the wheel, the second toe angle and the second perpendicular distance defining a second data point; and

interpolating a toe curve from at least two data points.

98. (Withdrawn) The method according to claim 97, wherein the reference plane is the plane defined by the surface upon which the vehicle is supported.

99. (Withdrawn) The method according to claim 97, wherein the toe angles are obtained using the position determination system imaging a target positioned on the wheel.

100. (Withdrawn) The method according to claim 97, wherein the reference plane is defined by centers of rotation of wheels of the vehicle.

101. (Withdrawn) The method according to claim 100, wherein the centers of rotation of the wheels are indicated using the targets positioned on the wheels and imaged by the position determination system.

102. (Withdrawn) The method according to claim 97, wherein the target system includes:

a target body;

one or more target elements detectable by the position determination system and disposed on a single line along the target body; and

a point definer extending from the target body, the point definer including a reference point capable of being located adjacent the vehicle point on the vehicle.

103. (Withdrawn) The method according to claim 102, wherein the single line is substantially parallel with a longitudinal axis of the target body.

104. (Withdrawn) The method according to claim 102, wherein the target system includes an attachment device to stabilize the position of the target body relative to the vehicle and the point on the point definer relative to the reference point on the vehicle.

105. (Withdrawn) The method according to claim 97, further comprising the steps of changing the perpendicular distance before obtaining a new perpendicular distance and a new toe angle for the wheel before extrapolating the toe curve, the new toe angle and the new perpendicular distance defining a new data point.

106. (Withdrawn) The method according to claim 97, wherein the second perpendicular distance is obtained by:

vertically moving the vehicle relative to the wheel,
imaging the target system again to obtain a second reference point, and
calculating the second perpendicular distance between the reference plane and the second reference point.

107. (Withdrawn) The method according to claim 97, further comprising the step of comparing the calculated toe curve to a specified range for the toe curve.

108. (Withdrawn) The method according to claim 97, further comprising the step of extrapolating a toe angle from the toe curve for a given perpendicular distance.

109. (Withdrawn) The method according to claim 108, further comprising the step of comparing the extrapolated toe angle to a specified range of toe angles at the given perpendicular distance.

110. (Withdrawn) The method according to claim 97, further comprising the step of extrapolating a perpendicular distance from the toe curve for a given toe angle.

111. (Withdrawn) The method according to claim 110, further comprising the step of comparing the extrapolated perpendicular distance to a specified range of perpendicular distances at the given toe angle.

112. (Withdrawn) The method according to claim 97, wherein the reference point is located on a wheel well.

113. (Withdrawn) A method of obtaining a toe curve for a wheel on a vehicle using a position determination system, comprising the steps of:

indicating a reference point on the vehicle with a target system, the target system including:

a target body,

one or more target elements detectable by the position determination system and disposed on a single line along the target body, the single line being substantially parallel to a longitudinal axis of the target body, and

a point definer extending from the target body, the point definer including a point capable of being located adjacent the reference point on the vehicle;

imaging the target system to obtain a position of the reference point;

defining a reference plane;

obtaining a first toe angle of the wheel;

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calculating a first perpendicular distance between the reference plane and the reference point, the first toe angle and the first perpendicular distance defining a first data point;

vertically moving the vehicle relative to the wheel;

imaging the target system again to obtain a second reference point;

calculating a second perpendicular distance between the reference plane and the second reference point;

obtaining a second toe angle of the wheel, the second toe angle and the second perpendicular distance defining a second data point; and

interpolating a toe curve from at least two data points,

wherein the toe angles are obtained using the position determination system imaging a target positioned on the wheel.

114. (Withdrawn) A method of measuring alignment of a body of a vehicle relative to wheels of the vehicle using a position determination system, comprising the steps of:

indicating a plurality of body definition points on the vehicle with a target system;

imaging the target system to obtain positions of the body definition points;

calculating a body center line from the positions of the body definition points;

obtaining a wheel center line; and

calculating a body alignment angle between the body center line and the wheel center line.

115. (Withdrawn) The method according to claim 114, wherein the step of obtaining the wheel center line includes:

indicating the centers of rotation of the wheels using targets, which are positioned on the wheels, and

imaging the targets with the position determination system to obtain positions of the wheels.

116. (Withdrawn) The method according to claim 115, wherein the step of obtaining the wheel center line further includes:

calculating a front center point of a front wheel track extending between the wheel definition points of two front wheels,

calculating a rear center point of a rear wheel track extending between the wheel definition points of two rear wheels, and

defining the wheel center line as including the front center point and the rear center point.

117. (Withdrawn) The method according to claim 114, wherein the plurality of body definition points includes two sets of two body definition points.

118. (Withdrawn) The method according to claim 117, wherein each set of body definition points includes body definition points found on each side of the vehicle, as split by a vertical plane passing centrally through a length of the vehicle.

119. (Withdrawn) The method according to claim 118, wherein the body definition points of each set of body definition points are selected from identical locations common to both sides of the vehicle.

120. (Withdrawn) The method according to claim 117, wherein the two sets of body definition points includes a front set substantially adjacent to a front of the vehicle and a second set substantially adjacent to a rear of the vehicle.

121. (Withdrawn) The method according to claim 120, wherein the step of obtaining the body center line further includes:

calculating a front body center point of a front body line extending between the body definition points of the front set,

calculating a rear body center point of a rear body line extending between the body definition points of the rear set, and

defining the body center line as including the front body center point and the rear body center point.

122. (Withdrawn) The method according to claim 114, wherein the target system includes:

a target body;

one or more target elements detectable by the position determination system and disposed on a single line along the target body; and

a point definer extending from the target body, the point definer including a reference point capable of being located adjacent the body definition point on the vehicle.

123. (Withdrawn) The method according to claim 114, further comprising the step of comparing the calculated body alignment angle to a specified range for the body alignment angle.

124. (Withdrawn) A method of measuring alignment of a body of a vehicle relative to wheels of the vehicle using a position determination system, comprising the steps of:

indicating two sets of two body definition points on the vehicle with a target system, each set of body definition points including body definition points found on each side of the vehicle, as split by a vertical plane passing centrally through a length of the vehicle, and the two sets of body definition points includes a front set substantially adjacent to a front of the vehicle and a second set substantially adjacent to a rear of the vehicle, each target system including:

a target body,

one or more target elements detectable by the position determination system and disposed on the target body, the single line being substantially parallel to a longitudinal axis of the target body, and

a point definer extending from the target body, the point definer including a point capable of being located adjacent the reference point on the vehicle;

imaging the target system to obtain positions of the body definition points;

calculating a body center line from the positions of the body definition points;

obtaining a wheel center line;

calculating a body alignment angle between the body center line and the wheel center line; and

comparing the calculated body alignment angle to a specified range for the body alignment angle.

125. (Previously Presented) The system according to claim 5, further comprising a trigger for operating the detection of the target system by the position determination system.

126. (Previously Presented) The system according to claim 17, further comprising a trigger for operating the detection of the target system by the position determination system.

127. (Cancelled)

128. (Previously Presented) A position determination system for determining the location of a position on a vehicle, comprising:

a vision imaging system; and

a target system including

a target body,

one or more target elements disposed on the target body and detectable by the position determination system, and

a point definer extending from the target body, the point definer including a point capable of being located adjacent the position on the vehicle, the point definer further including one or more joints that enable the point to be positioned at a different location relative to the target body;

wherein the vision imaging system is configured to determine a location of the target body after detecting the target elements disposed on the target body.

129. (Previously Presented) The system according to claim 128, wherein the one or more joints each allow rotation of the point in one or more axis relative to the target body.

130. (Previously Presented) The system according to claim 128, wherein the point definer includes one joint allowing the point to rotate along one axis, the point being positionable in any one of three positions relative to the target body.

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131. (Previously Presented) The system according to claim 128, wherein each joint includes a lock to selectively prevent or allow movement of the point relative to the target body.

132. (Previously Presented) The system according to claim 128, further comprising a trigger for operating the detection of the target system by the vision imaging system.

Claim 133 (Cancelled)

134. (Previously Presented) A position determination system for determining the location of a position on a vehicle, comprising:

- a vision imaging system; and

- a target system including

 - a target body,

 - one or more target elements disposed on the target body and detectable by the position determination system,

 - a point definer extending from the target body, the point definer including a point capable of being located adjacent the position on the vehicle, and

 - a trigger for operating the detection of the target system by the vision imaging system, wherein the trigger operates the position determination system by selectively changing the detection of one or more of the target elements by the vision imaging system;

wherein the vision imaging system is configured to determine a location of the target body after detecting the target elements disposed on the target body.

135. (Previously Presented) The system according to claim 134, wherein the trigger is movable between first and second positions, and in a first position, the trigger conceals the one or more target elements from the vision imaging system, and in the second position, the trigger exposes the one or more target elements to the vision imaging system.

Claims 136-150 (Cancelled)

151. (Previously Presented) A position determination system for determining the location of a position on a object, comprising:

a target system including

a target body,

one or more target elements disposed on the target body, and

a point definer extending from the target body, the point definer including a point capable of being located adjacent the position on the object;

detection means for detecting the target elements disposed on the target body to obtain element information;

first determination means for determining a location of the target body based on the element information obtained by the detecting means to obtain location information of the target body; and

second determination means for determining the location of the point with respect to the target body based on the location information,

wherein the detection means obtains at least three sets of element information obtained from the same target elements located in different locations each time the detecting means detects it while its point is located at the same position on the object,

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the first determination means determines the location of the target body based on each of the at least three sets of the element information to obtain at least three sets of location information, and

the second determination means determines the location of the point with respect to the target body based on the at least three sets of the location information.